

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of the Claims**

Claims 1-15 (canceled)

Claim 16 (currently amended): An aircraft door arrangement, comprising:

a door;

a door frame;

a support arm having a door side pivoting axis defined by two articulated joints disposed at a distance from each other in a vertical direction of the support arm and a frame side pivoting axis, the door disposed on the support arm and pivotable about the door side pivoting axis and the support arm disposed on the frame and pivotable about the frame side pivoting axis, wherein at least one of the articulated joints includes two bearings disposed at a distance from each other in the vertical direction, one of the two bearings including configured as a pivoting drive mounting;

a pivoting drive ~~disposed in a region of the support arm and attached~~ fixedly mounted to the pivoting drive mounting, and wholly supported by the pivoting drive mounting configured to pivot the door; and

a driven element non-rotatably coupled to the pivoting drive and to the door, ~~and configured to transmit an~~ wherein an actuating movement of the pivoting drive rotates the pivoting drive element relative to the pivoting drive mounting so as to pivot the door relative to the support arm.

Claim 17 (currently amended): The aircraft door arrangement as recited in claim 16, wherein, relative to the vertical direction, the upper one of the two articulated joint includes the two bearings and the lower one of the two bearings ~~includes~~ is configured as the pivoting drive mounting.

Claim 18 (currently amended): The aircraft door arrangement as recited in claim 16, wherein, relative to the vertical direction, the lower one of the two articulated joint includes the two bearings and the upper one of the two bearings ~~includes~~ is configured as the pivoting drive mounting.

Claim 19 (previously presented): The aircraft door arrangement as recited in claim 16, further comprising an attachment device configured to detachably affix the pivoting drive mounting to the support arm.

Claim 20 (previously presented): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive mounting is configured integrally with the support arm.

Claim 21 (previously presented): The aircraft door arrangement as recited in claim 16, the pivoting drive mounting includes a bearing section, the bearing being formed in the bearing section.

Claim 22 (previously presented): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive mounting includes a pivoting drive attachment section extending essentially vertically with respect to the door side pivoting axis and connected to a front section of the pivoting drive.

Claim 23 (previously presented): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive includes a support arm attachment section.

Claim 24 (previously presented): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive mounting has a driven axis disposed flush with the door side pivoting axis.

Claim 25 (currently amended): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive mounting is disposed in the door side pivoting axis and between the two articulated joints.

Claim 26 (previously presented): The aircraft door arrangement as recited in claim 16, wherein the pivoting drive includes a hollow driven shaft and a bearing pin engaging non-rotatably into the shaft, the bearing pin extending all the way through the first bearing and into the pivoting drive mounting, and wherein the driven element is connected non-rotatably to the bearing pin.

Claim 27 (previously presented): The aircraft door arrangement as recited in claim 16, wherein a portion of the pivoting drive attached to the pivoting drive mounting forms a hinge site.

Claim 28 (previously presented): The aircraft door arrangement as recited in claim 16, wherein a driven shaft of the pivoting drive forms a hinge pin of the one articulated joint on which the pivoting drive mounting is disposed, and wherein the driven element is rotatably connected to the driven shaft.

Claim 29 (previously presented): The aircraft door arrangement as recited in claim 16, wherein the driven element engages the support arm between the pivoting drive mounting and the other of the two bearings.

Claim 30 (previously presented): The aircraft door arrangement as recited in claim 16, wherein the door is a passenger door.

Claim 31 (new): An aircraft door arrangement, comprising:  
a door;  
a door frame;  
a support arm having a door side pivoting axis, the door being pivotably supported at the door side pivoting axis, and a frame side pivoting axis at which the support arm is pivotably

supported on the door frame, the door side pivoting axis being defined by two articulated joints disposed at a distance from each other in a vertical direction of the support, wherein at least one of the articulated joints includes two bearing points disposed at a distance from each other in the vertical direction;

a pivoting drive disposed on the door side region of the support arm and configured to pivot the door; and

a driven element non-rotatably coupled to the pivoting drive and to the door and transmitting an actuating motion of the pivoting drive to the door,

wherein one of the two bearing points of at least one of the two articulated joints takes the form of a pivoting drive bearing fitting to which the pivoting drive is fastened.

Claim 32 (new): The aircraft door arrangement as recited in claim 31, wherein, relative to the vertical direction, the upper one of the two articulated joint includes the two bearings and the lower one of the two bearings includes the pivoting drive mounting.

Claim 33 (new): The aircraft door arrangement as recited in claim 31, further comprising an attachment device configured to detachably affix the pivoting drive mounting to the support arm.

Claim 34 (new): The aircraft door arrangement as recited in claim 31, wherein the pivoting drive includes a hollow driven shaft and a bearing pin engaging non-rotatably into the shaft, the bearing pin extending all the way through the first bearing and into the pivoting drive mounting, and wherein the driven element is connected non-rotatably to the bearing pin.

Claim 35 (new): The aircraft door arrangement as recited in claim 16, wherein a driven shaft of the pivoting drive forms a hinge pin of the one articulated joint on which the pivoting drive mounting is disposed, and wherein the driven element is rotatably connected to the driven shaft.